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Open Sunday Until 1 P.M.

Washington Auto Supply Co., Inc., AGENTS,

920 New York Ave. N.W.

Phone Main 500. Vulcanizing.

(Continued from Tenth Page.) left this morning in a model 27 Buick touring car for Leonardtown, Md., the former having contracted for the Buick

agency in lower Maryland. A model Y, seven-passenger Stevens-Duryes touring car, fully equipped, was delivered last week to Southwick C.

Frank J. Hogan has just returned from a 2,600-mile tour in his Hudson roadster. His itinerary included the New England states, spending several days in the White mountains.

Maxwell cars were delivered last week To the following: Dr. W. E. Scott and James Craig. AB models; Mrs. Mary Hall, model I touring car; J. Kines, A. S. Baker and Alexander Drummond, EA models. Orders were placed for early delivery of a 1912 Maxwell Mercury to Dr. Charles S. White and also to Miss Anna S. Cammack.

Warren W. Biggs and a party of friends have returned from a 1,420-mile tour in his E-M-F "30." The route was through Pennsylvania to Buffalo, Rochester and Niagara Falls, returning via Williams-port, Harrisburg and Frederick, Md. No trouble was experienced on the run, the only stop being made for a puncture on the return trip. The roads were found in delighted with the trip.

* * * * Paul Hayden, Leonardtown, Md.; Charles stain of dust of the great American Tompkins, and W. W. Totten; Marquette-Buick racer to H. D. Myers; model 2A truck to the Warrenton Automobile Company, Warrenton, Va., and a model 39 to the transcontinental cars were not only the Southern Motor Car Company of dipped but were washed thoroughly. They Charleston, W. Va.

Lew Thayer and his brother, George Thayer, have returned from a trip in the the trip going they found the roads very heavy on account of the heavy rain the night before, and some stretches between Washington and Ridgeville were almost impassable. The pike roads beyond, however, were in good condition, and this was especially true in those roads crossing the mountains en route, of which there are seven. A night's stop was made at Everett, Pa., and Altoona was reached early the following morning. The start for the return trip was made early last Sunday afternoon, and McConnellsburg at the foot of Sideling Hill mountain, was made the stopping place for the night. Here an excellent road house was found, located on the main street of the burg and in an old stone building said to have been built in 1804. building said to have been built in 1804. In speaking of the trip Mr. Thayer said: "After crossing Cove Mountain, which three miles up and four miles down the other side, but of such a gradual grade and the surrounding country so beautiful that this fact is overlooked, the road leads to Chambersburg, Pa. This is a toll road and is kept in excellent condition he gates are not numerous and it seems to be the desire of the management to ive one a good run for his money. From Chambersburg to Gettysburg, twenty-two miles, leads another toll pike road. Seventy-five cents is collected at the first rate before the car is allowed to start. handed' to the gatekeeper and not thrown

"Gettysburg battlefield was gone over uite thoroughly and the broad curved roadways of that park were in great conrast and soon forgotten in an attempt to get to Emmittsburg over one of the worst pieces of road of the entire trip. The county authorities, however, have several than an hour. Returning by way of Ridgeville, this road was found to be in ne condition and the several stretches of new state road was enjoyed to the limit. No engine trouble was experienced and save for a blow out when nearing Hag-erstown the trip was made without any

Maryland and West Virginia roads. The route taken was from Washington to Frederick, Harpers Ferry, via Rockville and Gaithersburg, returning to Frederick, Ridgeville, and thence over the turnpike to Baltimore. From the latter place they n Washington cars.

The first automobile product of the south arrived in this city last week in the shape of the Virginia automobile, and will be handled in this city by the Virwill be handled in this city by the Virginian Sales Company, 3660 New Hampshire avenue northwest. The car is built at Richmond, Va., by the Richmond Iron Works Corporation. The south is rapidly developing into an automobile field, which is attracting considerable attention in the proval from all sections of the country.

ers of meter cars. In company with a party of friends Louis Hartig, jr., president, and Benjamin Hartig, secretary of the new concern, piloted the car over the land Antietam and also the revolutionary road from Richmond last week, coming battlefield of Guilford Court House, and via Charlottesville, Staunton and the Shenandoah valley. The car is of the torpedo type, and has attracted considerable interest since its arrival in the Na-

Free Air.

tional Capital. Edward B. Terry and a party of friends enjoyed an outing last Sunday in his Washington car to Bay Shore, Md., returning in the evening. In the party were roads were found in excellent condition, with the exception of the stretch between Beltsville and Contee, which was several inches deep with mud, owing to the rain a few days previous.

Mr. and Mrs. T. P. Hickman and a party of friends in a Stanley steamer are en route to Niagara Falls, selecting the route recently printed in The Sunday Star. They left last Saturday and will spend about two weeks on the trip.

John R. Thomas, manager of the United Motor Washington Company, returned vesterday from an extended trip through Virginia, visiting branch houses.

A K-R-I-T roadster was delivered yes-terday to Dr. Joseph H. Wood of this

The thing has been done. The ten Premier touring cars, filled with pleasure motorists, that crossed the continent from Atlantic City, have been immersed in the surf of the great Pacific ocean, the past week Buick deliveries after having been washed in the waves desert, the water marks of Wyoming and the mud of Colorado roads were removed at the City of Venice Park, where dipped but were washed thoroughly. They emerged from their baths apparently and exchange of thought and experience competent to repeat their recent record- in road building, and the greatest enbreaking run.

> selves hoarse when the brass bands were gress was held in 1908 at Paris; the secnot engaged in making music. The cars ond in 1910 at Brussels, and the third is were run into the ocean under their own to be held in 1913 at London. power and by their own amateur-owner drivers on a plank chute that was built from the cement walk into the surf. More than 2,000 motor cars were parked in the cpen-air garage in full view of the ceremony and thousands occupied places of vantage on the pier and Ship Hotel, which is situated at the left of the pier out upon the water about 1,000 feet from the shore. After the dipping of the directly in front of the entrance of the

on the pier.
All of the forty-odd occupants of the transcontinental cars on their ocean-tocean journey, including the eight women and two boy scouts, were in their seats when the cars were dipped and the exerience was one that was unusually enbyable and that has been felt by few. Mayor Alexander, the city council, board of supervisors and all city officials, together with the chamber of commerce, Auto Club of Southern California and the Automobile Dealers' Association.

The national good roads board, which is interesting itself in general highway A long strip of tickets is given in re-turn for your coin. In black-face type ested in the subject. President Robert on the face of each coupon the holder is P. Hooper of the American Automobile admonished that the ticket is to be Association meets the assertion that the board is largely composed of automobil-ists by this pertinent comment: simple duty which is expected of us. It is plainly apparent that we consider the

rounty authorities, however, have several gangs of men at work on the road, and it should soon be in good condition for motor travel. A stop was made for dinner at Emmitsburg, and the fine state ner at Emmitsburg, and the fine state an automobile, just as it must have farm machinery and other equipment to carry machinery machinery and other equipment to carry machinery ma on its work. To journey quickly from farm to town and home is desirable to the man in the country, for time is something certainly is also essential that the road shall be properly constructed and efficiently maintained. We ask little or one of the credit for securing improve highways, but our thirty-nine state bodies A party of local motorists left this do not desire to be considered backward spend the day over the in meeting the duty which, by comm consent, has devolved upon them.

ill motor over the boulevard, returning ing bureau of the A. A. in the capacity this evening about sundown. In the party of special traveling representative. Robwere C. L. Callisher and a party of friends ert Bruce, manager of the bureau, and in his new seven-passenger Washington or D. Arrison and family and Louis Kahn Mr. Westgard were co-workers in the earliest stages of touring information.

Mr. Westgard's first effort will be the preparation of a thoroughly up-to-date system of transcontinental routes, which will be followed by similar ones, covering T. L. Whalen, from the Philadelphia branch of the Michelin Tire Company, spent several days last week in the National Capital. without the purchase of cumbersome

The announcement made last week

through which the tour will pass.

That the good roads movement, already most active in the south, will reready most active in the south, will receive a great stimulus as a result of the tour is a certainty, and the many inquiries already received for full information as to details and conditions indicate a large and representative entry list of individual owners. So great is the interest that has been aroused in the south by the anticipated coming of the tour that a score of southern cities are now vieing with each other in pre-senting their claims for the best roads and best routes, and while the tour cannot be run so as to satisfy them all, a great object lesson is afforded of the necessity of travelable highways, and much road improvement is sure to fol-

The national tours in the past have extended as far north as Maine; Quebec, Canada and Minneapolis, Minn.; west to Denver and southwest to Dallas, Tex., and it is now fitting that the national tour should be run over the national highway to the south, connectng the great city of New York with the live southern metropolis of Atlanta, day. and with Jacksonville, the gateway of Florida's famous winter resorts, which are the mecca of so many north-ern tourists who seek the land where it s always summer.

The route of the national highway em braces ten states-New York, New Jersey, ennsylvania, Maryland, West Virginia, Virginia, North Carolina, South Carolina, Georgia and Florida - and presents as varied conditions of scenery as any that follows the Shenandoah valley, which is replete with historic wartime sites and nonuments. Emerging from this beautiful valley, the route passes directly across the famous Natural bridge of Virginia, and south of Roanoke there is mountain scenery a plenty, while here one gets in intimate touch with the hardy Virginia nountaineer. The famous tobacco region of northern North Carolina is traversed, Mrs. Edward B. Terry and daughter, Mrs. M. P. Terry, Miss Christie Bayne, Miss Hattie Terry and the writer. The fields of southern South Carolina. Cotton mills are to be found in most of the towns along the line, and a prosperity undreamed of a few years ago is every-

> Recognizing the American Association for Highway Improvement as the national by the Patapsco Navy that the oarsmen large number of tourist Americans good roads organization of America, the Permanent International Association of Road Congresses, in which thirty-five nations are officially represented, has designated it to be the correspondent of the lieve that the number of entries this year nternational body in the United States. In a letter just received by J. E. Pennybacker, jr., executive secretary of the American Association for Highway Imrovement, the president of the internaonal association, who is also inspector general of the superb road system of

"We propose to consider your associa-ion as our correspondent in the United states, and to depend on it to harmonize the studies which it has undertaken with which are proceeding in the different countries represented in the permanent international association." The letter calls attention to the fact power that is not officially represented in the international association to which other nations have designated representatives through diplomatic channels. The gineers and scientists of the world have Thousands of motoring enthusiasts witnessed the immersion and cheered them-

Now that the American Association for Highway Improvement has been officially designated by the international association States and the American correspondent, Secretary Pennybacker announces that the American association will make an effort to bring the next international congress to America. After the convention at London in 1913 two years will probably elapse before the next congress, and this will give the officials of the American association plenty of time to agitate the question. They will make their plea for the next congress when they attend the "I am particularly gratified," said Mr

Pennybacker, "that our association has been named as the American correspond-Participating in the final ceremonies were ent of the international association. The resident of our association, Mr. Logan Waller Page, who is the director of the office of public roads, was named by President Roosevelt as chairman of the commission to the Paris congress, and inasmuch as we are trying to do for the United States what the international association is trying to do for the world, we feel that the arrangement entered into will prove mutually satisfactory. "France, of course, has the greatest

system of public roads in the world, built at a cost of \$613,000,000 and now practically completed. The most striking feature of the French system is the thorough and continuous maintenance by a orce of 50,000 patrolmen, who devote their entire time to the care of the roads. America is derelict in road maintenance. but leads the world in the development of labor-saving equipment and methods, and so we feel that while their experiours will be equally valuable to them."

In contrast with Barney Oldfield, who recently declared that racing on mile dirt tracks should be stopped, Ralph De num. He suggests an inspector of practice racing and separation of experienced from novice drivers in practice hours.

Whatever may become of the particles of rubber that are worn away, it is a Old rubber is used over and over again in the composition of new tires and has a never-ceasing value. It s probable that no tire ever has completely passed out of useful existence unless it has been burned up or lost in the water. The old shoes have always a market value and can be made use of.

The accessory equipment of a modern car is astonishing. Speedometer, top, windshield, electric generator lighting system, combination oil and electric side and tail lamps, electric tonneau lamp, demountable rims, horn, muffler cut-out. robe rail, foot rest and trunk rack are among the principal ones.

The invasion of the commercial car into the forest is another evidence of the horse being routed from a domain in which in the past the commercial vehicle

OTHER AQUATIO

WM. B. LAUB, JR.

Of especial interest to all rowing clubs that can be truthfully called southern Middle States regatta, to be held in Baltimore Monday, September 4. 1911, Labor in the outfit because of her being

There are two reasons for this. In the

first place, the Middle States regatta is one of the largest rowing meets held in this country, both in point of number of events and the number of entries in these events, bringing together a large aggregafor the public to comfortably and satisparsman. The public interest in this provided for each passenger. regatta will be aroused to a tremendous extent. The people in Baltimore conat all regattas held at Spring Gardens, shores and bridges framing the course of the meet, in addition to a tremendous fleet of pleasure boats, ranging from the little canoe to the largest excursion boat, and

agement of the National regatta in 1905 to Italy, John G. A. Leishman, and to again go to Baltimore and row under | welcome Capt. Day and his little boat in the Middle States will far exceed foralmost every form of rowing from single took the trip to show that it could be

mile long, which affords an additional that the clubs situated below the Mason-Dixon line be well represented on this oc-

The Potomac Boat Club will enter a junior and possibly a senior crew, besides two fast junior scullers, Ed Mueller and Walter Thrall, and Josh Slocome, who is now coaching the two crews, bids fair to be responsible for another trophy being added to the already well decorated ballroom. It was hoped by many interested in rowing that Capt. Middleton of the are that he may do so yet, but the boys of that club are very much discouraged by the loss of their best shell.

defray the expenses of building the new wharf in front of the boathouse.

mer's yawl, Wetwo.

Fred T. Schneider, owner of the large glass cabin cruiser Zenobia, arrived off the Analostan boathouse last Sunday night from Solomon's Island and other bay points and it is understood that he bay points and it is understood that he re-embarked again last Friday for another trip to salt water.

Mr. Hartley joined the Capital Yacht Club ten or twelve years ago when such well known boats as the Mist, Javalin,

craft has yet to show sufficient class t make Dixie open up.

The boat apparently makes better time with but two engines open than rowing clubs should be the occasion of the she does with all four, and though her actual speed has not been ascertained it is greatly feared by all interested

come up to expectations.

built in Washington that she will not

Nevertheless, Stuart Blackton, he

owner, is wished all kinds of luck.

The revenue cutter Apache, which has been stationed at Washington for sevand waylaid several motor boats. Whether any fines were collected for neglect of proper equipment is not known, but one outfit with about thirty workmen aboard was held up and three factorily view a regatta, and where the small worm-eaten life preservers water coonditions are almost ideal for the found, where one should have been

The committee of the Motor Boat tinually manifest their interest in the Club of America has announced that sport of rowing by the large attendance the race to Bermuda will be started from Huntington bay Saturday, September 9. This race was postponed and from the smallest club regatta to the from June 7 because some owners were famous national regatta there is never a not ready to start at that time. The lack of interest on the part of the people. postponement of the run was thought In 1905, when the National regatta was by many to spell the end of Bermuda held in Baltimore, it was estimated that racing, but it now seems that a few between 30,000 and 50,000 people lined the yachtsmen will try it again. yachtsmen will try it again.

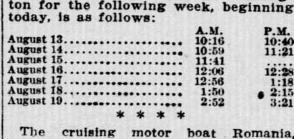
The Sea Bird arrived at Rome July

25, with Thomas Fleming Day, Fred B. the picture thus presented was a most Thurber and T. R. Goodwin aboard, inspiring one. And it is not too much to after a very successful voyage across believe that after the satisfactory manported passing Gibraltar. Capt. Day tried to interest Yankee yachtsmen in a race for small boats from this country to Rome, but falling, sculls to the eight and sixteen oared done. It was impossible to appreciate boats. Handsome solid gold medals and the size of the Sea Bird except by substantial trophies will be offered by the comparison to some well known boat the size of the Sea Bird except by Patapsco Navy, and every effort to make The yawl Ventura of the Baltimore this regatta a success, both from a row-ing standpoint and a social one, will be yachtsmen as one of the most success. yachtsmen as one of the most success-

ful boats on the bay, and as near as The course to be rowed over during the the writer can determine she and the regatta is a straight-away course, one Sea Bird are as identical as sister ships mile in length, as required by the rules of the association, and located at Spring Gardens, a placid body of water, surrounded on three sides by beautiful

Sea Bird are as identical as sister ships except, of course, the Baltimore craft is rigged for racing and constructed for cruising on inland waters.

Their underbodies are the same both



twenty-two tons register, which was on

her way across the Atlantic ovean, struck on Chebogue point, near Yarmouth, at 11 in rowing that Capt. Middleton of the O'clock on the night of July 24, and is a Analostan club would be able to whip out total loss. The crew and some of their a crew for the regatta, and the chances effects were saved. The navigator lost his way in the strong southern storm which caused excessive indraft into the Bay of Fundy. No observation had been Clearance Price, possible for some time. The moonlight excursion given by the Potomac Boat Club last Wednesday night was more of a success as an outing than gallons of gasoline, which was thought to be sufficient to take her across the succession of the sufficient to take her across t and Capt. Weller thought he would make that part of the voyage in fourteen days A model of the yacht was exhibited a Adrian Sizer and Russell Whelply are the last New York motor boat show. Cruising on the lower river in the forstand rough weather.

Fleet Captain "Gene" Hartley, a name synonymous with sailor, yachtsman and navigator, suggests a rare subject with which to start a weekly "Hall of Fame." R. C. Howard of the Analostan club sailed and raced together, and his first left the local anchorage last Wednes-day in his small open launch, Lulu B., will go down in local yachting history as Saturdays

Other Days

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Rockers.

In both Golden Oak or Mahogany finish,

stered in the best and

most durable imita-tion of leather. Just as comfortable as it looks—and as strong

as any Rocker can be

Clearance Price,

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We are including specifically now the lines of all-the-year-around use-the essentials to comfortable living. No store in Washington imposes so rigid a rule to govern clearance as do we—and it involves sacrifices of these perfectly desirable, thoroughly reliable and wholly useful features of house furnishing. They are not "baits for business"-but rather a legitimate means to a desirable end-and in which you can benefit yourself immensely.

We've been asked—Can purchases at special prices be charged? Yes, indeed—certainly. Your CREDIT is ALWAYS GOOD HERE.

Genuine

Mahogany

this season-42

inches wide, with bevel French plate mirror, 12x36. Graceful lines, rich natural Mahog-

any grain; French legs. Commodious and effective.

Clearance Price

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Solid

Rockers.

stand the strain of every-

day use supporting the arms are iron braces;

shaped cobbler seat; sub-stantial frame and well-

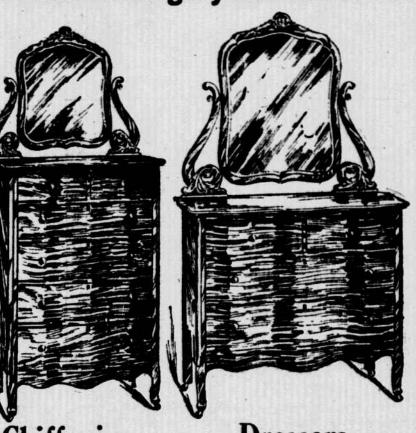
Clearance Price,

\$1.55

As we are closing the season's stock you'll find splendid opportunity to

finished throughout.

Matched Mahogany and Oak Sets.



Dressers.

Made of Mahogany of high-polish finish that brings out the beautiful natural grain to the best advantage. Full serpentine front; large bevel French plate mirrors. One of the very best designs shown in Bedroom

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Chiffoniers.

Made in highly polished Genuine Quartered Oak or Mahogany veneer, of quaint and artistic design. Mir-rors of bevel French plate, oval shape, and mounted on curved uprights. The top drawers of both pieces have serpentine front, gracefully curved legs-with every detail of construction the best possible.

shores, easy of access, with many points of advantage from which to view the races from start to finish.

On the other side stretches a bridge, a mile long, which affords an additional long, which affords an additional long, which affords an additional long. gatta committee has provided events to be rowed of such a great variety that any rowing club will be sure to find an event in which it can enter a crew, and especially does the Patapsco Navy desire that the clubs situated below the clubs situated

Single or Double Metal Beds.

kind that doesn't continuous posts; elliptical fillers at head and foot ends. Best material and best workman-

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Were \$8.75 to \$25.00

"The Alaska." Sizes, 95 to 275 lbs. Were \$32.00 to \$60.00

"The Majestic."
Sizes, 35 to 75 lbs. Were \$8.00 to \$15.00 Now \$6.50 to \$12.50 Now \$7.00 to \$21.00 Now \$27.50 to \$50.00

"Seamless" One-piece Porcelain and "All Porcelain" Refrigerators in various sizes at the same interesting ratio of reduction.



bound for various summer resorts around

Next Saturday the Potomac Boat Club way the gasoline truck has struck into will hold a small regatta on the upper Potomac and eight-oared shell races single scull and canoe events will be is attracting considerable attention in the motor world and among the manufactur- but especially from the southern states railroad sidings and sawmills.

Several members of the Corinthian Yacht Club left their clubhouse last evening for a two-week cruise on the Potomac and the first stop will probably be made in Mallow's bay, just this side of Liverpool point. The schedule of the cruise calls for

run to the beach today, where all hands will lay over until Monday morning, and from there they will go to St. George Island. Besides several craft flying the Corinthian flag, which will join the fleet at the beach or at other points, the Vika, FLEET CAPTAIN EUGENE HARTLEY, Virginia, O. K. and Rosomond comprise

The new Dixle IV, owned by Frederick



Capital Yacht Club.

K. Burnham of the Frontenac Yacht one of the ablest windjammers that ever Club, easily won the opening event last cleared the local port. "Gene" has and all hands return home via the R. F. Tuesday in the gold challenge cup races the rare distinction of being the only and P. R. R. On the following Saturday. of the American Power Boat Association. navigator in the club and his services the first of ebb tide will be caught off The Dixie covered the twenty-eight miles are always called upon when any cruises Quantico creek at about 9:30 p.m., but in 49 minutes 45 seconds—slow time, on account of her not being pressed. The makes a record run, or is reported to down if it is possible to get over the bar Skipper, representing the Chippewa Bay Yacht Club, finished second and the Mit man who looks up her actual time and down stream on the Virginia flats. Ice, The Dixie during her trials last month easily attained a speed of forty-five miles an hour with her two eight-cylinder engines not turning up their full number of revolutions of which II, representing the Thousand Islands mileage and settles the question of aver-

olors, will be seen on the Potomac is present intentions mature. nonth, and yet keep in good graces at Labor day coming on Monday, Septemper 4, would give two days to spend in reaching home if the various boats could be taken to some resort such as Colonial Beach, between now and that date.

Otherwise, the extra holiday will only permit a sail of a paltry fiften or twenty miles, to either Gunston or Mattawoman creek. But if yachtsmen wish to see salt water again this summer, a series of week-end progressive cruises will make the Labor day run possible. The idea is Next Saturday afternoon get under way at 3:30 p.m. when the first of the ebb will be caught, and sail for Chapowamsic

If Marshall Hall or Gunston Cove is

made before midnight, a lay-over at either pointment of watches and all-night sailing may be necessary. Anchoring be-hind the island Sunday afternoon, the "Gene" has and all hands return home via the R., F. water and most supplies are obtainable at Quantico station. Colonial Beach should be reached Sunday afternoon

poor place to lay up a boat, as there is only about four feet of water in the en-trance at high tide. If this will stand in the way of any one making the trip, it will be just at feasible to make a run to Marshall Hall on the 19th, and on the folowing Saturday, make a stab at Colonial Beach from that point.

The following information will be helpful to those making the trip; Saturday, 19, high tide at 2:52 p.m., at Washington. Train leaves Quantico station Sunday night for Washington at 7:08. Sat-

street station at 5:14, arrives at Quantico at 6:28 p.m. Tide will be high at Aquia creek at 7:51 p.m. Steamer leaves Beach for Washington at 6 p.m. Sunday. Saturday. September steamer leaves Washington at 6 p.m. Tide dead low at Beach Sunday, September 3, at about 10:30 a.m. There

urday, 20th, train leaves Union station for Quantico at 4:10 and 5:10; leaves 7th

follows an opportunity for the Capital Yacht Club to hold a race from Colonial Beach to Washington for a cup to be donated by subscription. The Nenemoosha and Grace will prob ably pass the Beach on their way to this city late Sunday afternoon or Sunday The power yacht Holis, owned by John B. Henderson, jr., of the Capital Yacht Club, is now at City Island, New York,

undergoing an extensive overhauling. The yacht was used in the gulf last winter by a party from the Smithsonian In-stitution for the purpose of collecting sea specimens, but Mr. Henderson is report-Now that the big cruise of the year for Capital yachtsmen is over, much scheming is going on in order that some sort of

The little power boat Armida, formerly owned by George H. Evans, and now owned by W. E. Robey, is on a two-week cruise to Norfolk.

Secretary George "Dauntless" Dalton wants to know who "monkeyed" with his outfit last Tuesday night. No one is willing to incriminate himself, of course, but the little Dauntless could tell a funny and few will hold on to the old-fashstory if she could only talk.

n town today from Maine. Vice Commodore Horace C. Chandlee s cruising on the lower river aboard his power yacht Wanderer and should now be bound upstream.

The yawl Freya arrived from Hampton last Sunday evening, with Oliver Bright, Eugene Hartley, Frank Keyes and Charles Gorden aboard, after stormy trip of some fifty-two hours, including a stop of fifteen hours at Marshall Hall, where the yawl Grace K.

was joined. Otto E. Braitmayer is talking of selling his auxiliary cutter Grace and buying either another auxiliary boat or a raised-deck power cruiser. Mr. Braitmayer has sailed the Grace for almost twenty years.



Keep Coke In Mind -when you need fuel for cooking. It is economical and yields excellent re-sults. We supply coke at these prices: 25 Bushels Large Coke, delivered...\$2.50
40 Bushels Large Coke, delivered...\$3.70
60 Bushels Large Coke, delivered...\$5.30
25 Bushels Crushed Coke, delivered..\$3.00
40 Bushels Crushed Coke, delivered..\$4.50
60 Bushels Crushed Coke, delivered..\$4.50 Washington Gas Light Co.,

MILBURN HEISTER & CO.. WASHINGTON, D. C.

ioned type that cannot foot so fast as the fin-keelers, but can put it all over Commodore Lyman F. Hewins is due them when it comes to real work on big water. But the average man wants to race whether he gets comfort or not, until the as, comes when he can't stand being continually soused in boarding water or sleeping in wet blankets, and then it is either a power boat or such a craft as the Eclipse.

SPEAK FOR GOOD ROADS.

Enthusiastic Meeting and Barbecue Is Held at Warrenton.

special Dispatch to The Star. WARRENTON, Va., August 12.-The good roads committee of Fauquier county gave a large barbecue here today which was attended by an overflowing crowd from all over the county. The meeting The Dixie during her trials last month easily attained a speed of forty-five miles and turning up their full number of revolutions of which they are capable, as is always the case in a new boat. She is to be entered in the British international trophy races, August 24 to 25, and Maple Leaf III, one of the English challengers, is the only entry feared by the lengers, is launched at Alexandria last week, was built for these races, but the

1912 VIRGINIAN—LATEST ARRIVALINWASHINGTON

